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### PRELIMINARY MITIGATED NEGATIVE DECLARATION

Publication of Preliminary Mitigated Negative Declaration: February 10, 2007

Agency: San Francisco Planning Department  
Major Environmental Analysis  
1660 Mission Street, Suite 500, San Francisco, CA 94103  
Contact Person: Tim Blomgren Telephone: (415) 558-5979

Initial Development over Ground Floor Commercial

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n Street  
Lot 002, 017, and 022  
co

are-foot (s.f.) project site consists of three contiguous lots on the west side of t and Hayes Street (Assessor's Block 0816, Lots 2,17 and 22). The proposed n existing two-story building at 231 Franklin Street and the removal of two asphalt s Street and 327 Hayes Street. The proposed new 62,265 square-foot, five-story, residential units, 7,110 gross square feet (gsf) of ground floor retail, and off-street e is in the Hayes-Gough Neighborhood Commercial District (Hayes-Gough NCD), e proposed Market-Octavia Neighborhood Plan Area. The project would require a ion for development of a lot greater than 10,000 square feet (sq. ft.) in size and for ance from rear yard and off-street parking requirements.

f Applicable: 200611157790S

**HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN RT IS NOT REQUIRED.** This determination is based upon the criteria of the

es or the State Secretary for Resources Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings icance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons, as documented in the dy for the project, which is attached.

n measures are included in this project to avoid potentially significant effects: See pages 33-36.

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Miller, NE Quadrant Planner  
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## PRELIMINARY MITIGATED NEGATIVE DECLARATION

**Date of Publication of Preliminary Mitigated Negative Declaration:** February 10, 2007

**Lead Agency:** San Francisco Planning Department  
Major Environmental Analysis  
1660 Mission Street, Suite 500, San Francisco, CA 94103  
**Agency Contact Person:** Tim Blomgren **Telephone:** (415) 558-5979

**Project Title:** 2005.0731E: Residential Development over Ground Floor Commercial  
**Project Sponsor:** Village Builders 98  
**Contact Person:** David Silverman **Telephone:** (415) 567-9000

**Project Address:** 231 Franklin Street  
**Assessor's Block and Lot:** Block 816, Lot 002, 017, and 022  
**City and County:** San Francisco

**Project Description:** The 13,100 square-foot (s.f.) project site consists of three contiguous lots on the west side of Franklin Street, between Linden Street and Hayes Street (Assessor's Block 0816, Lots 2,17 and 22). The proposed project would entail the demolition of an existing two-story building at 231 Franklin Street and the removal of two asphalt paved surface parking lots at 315 Hayes Street and 327 Hayes Street. The proposed new 62,265 square-foot, five-story, mixed-use building, would contain 32 residential units, 7,110 gross square feet (gsf) of ground floor retail, and off-street parking for 36 vehicles. The project site is in the Hayes-Gough Neighborhood Commercial District (Hayes-Gough NCD), a 65-A Height and Bulk District, and the proposed Market-Octavia Neighborhood Plan Area. The project would require a lot merge, a Conditional Use authorization for development of a lot greater than 10,000 square feet (sq. ft.) in size and for exceeding bulk requirements, and a variance from rear yard and off-street parking requirements.

**Building Permit Application Number, if Applicable:** 200611157790S

**THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS NOT REQUIRED.** This determination is based upon the criteria of the Guidelines of the State Secretary for Resources Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons, as documented in the Initial Study for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects: See pages 33-36.

cc: David Silverman, Reuben and Junius  
Jim Miller, NE Quadrant Planner  
Supervisor Chris Daly – District 6  
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**INITIAL STUDY**  
**231 Franklin Street Residential and Commercial Development**  
**(Case Number 2005.0731E)**

**A. PROJECT DESCRIPTION**

**PROJECT LOCATION AND SITE CHARACTERISTICS**

The 13,100 square-foot project site consists of three contiguous lots (Assessor's Block 0816, Lots 2, 17 and 22) on the west side of Franklin Street, between Linden Street and Hayes Street (See Project Location, Figure 1, p. 2). The level site contains an existing two-story office building and a 40-space parking lot and has a frontage on three streets: Franklin, Linden, and Hayes Street.

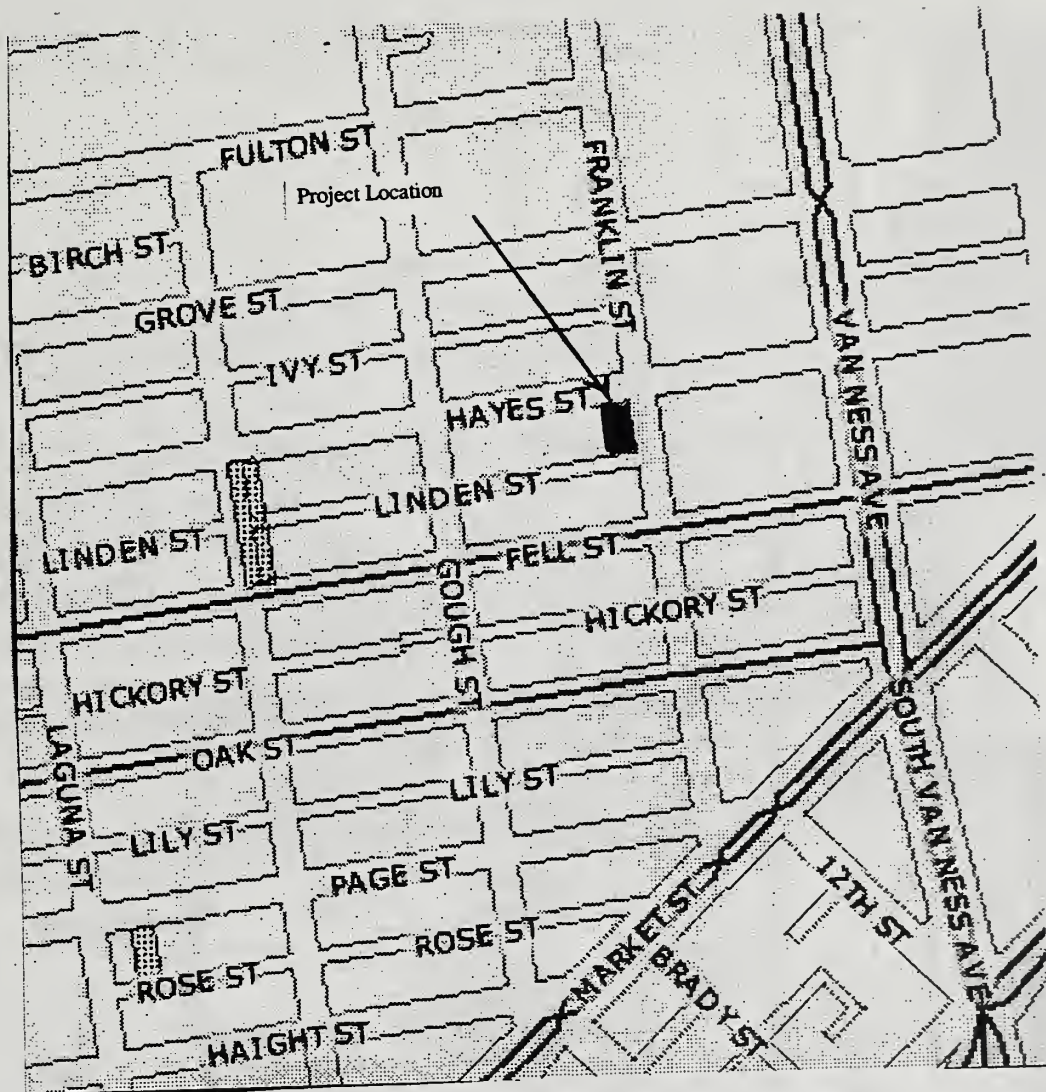
The existing 6,600 gross-square-foot (gsf), 25-foot high building located on Lot 2, is of wood-framed construction, and has a simple rectangular shape with a flat roof. The building has frontage on Franklin and Linden Streets and has a 30-foot set back from the west property line. It has pedestrian access on both Linden and Franklin Streets. The structure was constructed around 1883, and is not listed on any local surveys. The 40-space parking lot is located on Lots 17 and 22 and it has two accesses from Hayes Street. The parking lot is a pay lot for the public and has no fences or barriers surrounding it. The project site is in the Hayes-Gough Neighborhood Commercial District (Hayes-Gough NCD), in a 65-A Height and Bulk District, and is also in the proposed Market-Octavia Neighborhood Plan Area.

The site is about 65 feet above mean sea level (msl). The topography in the project vicinity is mostly flat with a slight sloping to the west of the project site. The Hayes Street Hill rises to 200 feet approximately one-quarter mile to the west.

The proposed project would entail the demolition of an existing two-story building at 231 Franklin Street and the removal of two asphalt paved surface parking lots at 315 Hayes Street and 327 Hayes Street. The proposed new five-story, 62,265 gsf, 50-foot mixed-use building, would contain 32 residential units (16 one-bedroom units and 16 two- and three-bedroom units), 7,110 total gross square feet (gsf) (6,210 occupied-square feet) of ground floor retail, and off-street parking for 36 vehicles (basement parking for 33 vehicles and ground level parking for three vehicles) (See Site Plan, Figure 2, p. 3; Franklin Street (East) Elevation, Figure 3, p. 4). The basement level would have 33 independently accessible parking spaces with a vehicle ramp leading up to a street level entrance/exit off of Linden Street. The first level would have parking for three vehicles; these spaces also would be accessed from Linden Street. The first level would also have "boutique" retail uses that would front on Franklin and Hayes Streets. The second level would have six one-bedroom and three two-bedroom units. The third level would have three one-bedroom and five two-bedroom units. The fourth level would have three one-bedroom units and five two-bedroom units. The fifth level would have four one-bedroom units and three two-bedroom units.

The proposed project would require a lot merge, a Conditional Use authorization for development of a lot greater than 10,000 square feet (s.f.) in size and for development in excess of bulk limits as well as a rear yard and off-street parking variance.

FIGURE 1--PROJECT LOCATION



Source: Barclay Mapworks, Inc.



0' 200'



Scale in Feet



Source: Village Builders 98

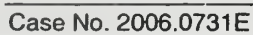
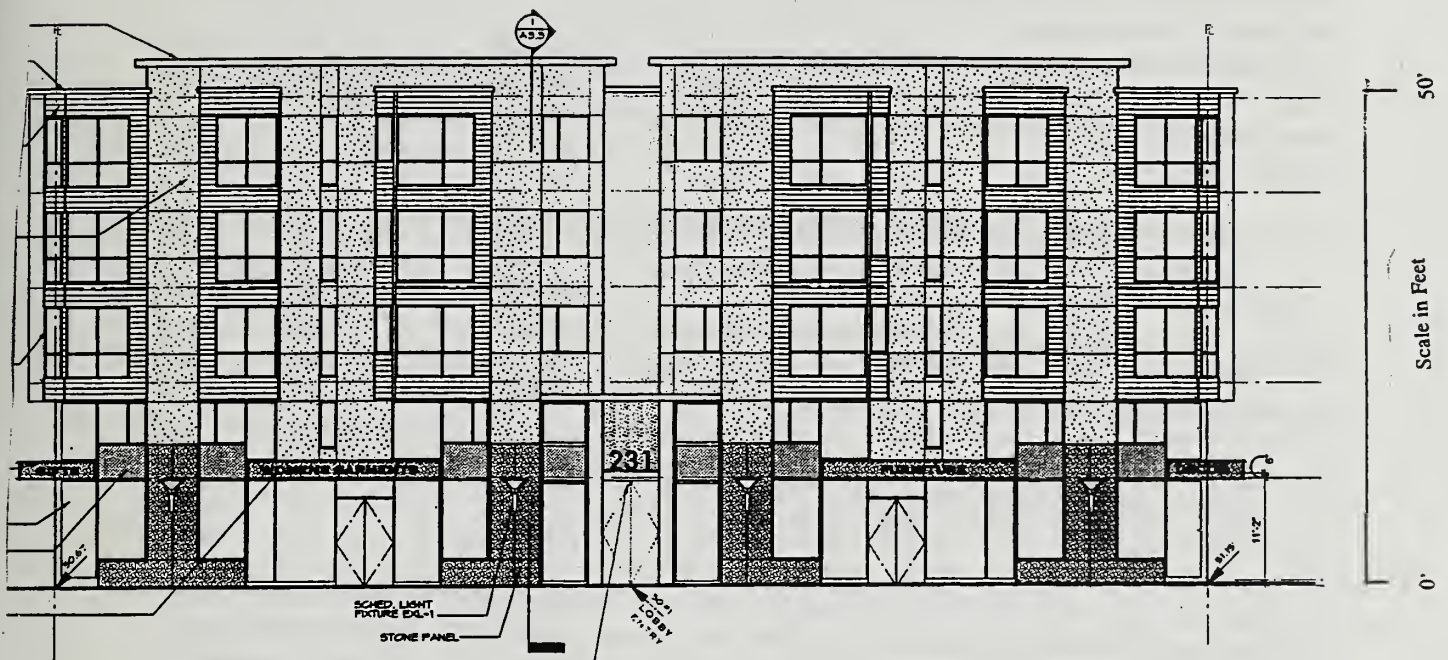


FIGURE 3—FRANKLIN STREET (EAST) ELEVATION



Source: Village Builders 98



## B. PROJECT SETTING

The project site is located within the Downtown/Civic Center area within the Hayes-Gough Neighborhood Commercial (Hayes-Gough NCD) zoning district and a 65-A height and bulk district. The immediate area surrounding the project site is a mix of residential, commercial, office and cultural/institutional uses. In a two-block area surrounding the project site to the west are two and three-story buildings that have commercial uses on the street level and residential uses on the second and third levels. In a two-block area surrounding the project site to the east there are much taller (60-to 80-feet high) governmental and institutional buildings. To the south across Linden Street is a two-story auto repair shop which is also in a Hayes-Gough NCD. Immediately to the west of the project site is a three-story apartment building fronting Linden Street and a three-story structure fronting on Hayes Street which has commercial uses on the first level and residential on the second and third levels. Both of the buildings are in a Hayes-Gough NCD and a 50-X height/bulk district. To the east across Franklin Street is the auditorium of the District Offices of the San Francisco Unified School District which is in a 60-foot-high building in a Public (P) zoning district and a 96-X/130-G height/bulk district. The District Offices Building is Designated Landmark #140 and is located in the San Francisco Civic Center Historic District. To the north of the project site at the northwest corner of Hayes and Gough Streets is a three-story apartment building which is in a Hayes-Gough NCD zoning district and a 65-A height/bulk district.

## C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*, or a reclassification of the site occurs.

The project site is in the Hayes-Gough NCD zoning district, which permits residential and retail uses. The Hayes-Gough NCD is a mixed-use commercial district which contains a limited range of retail commercial activity primarily catering to the immediate needs of the neighborhood. The few comparison goods it does provide attract clientele from a wider area outside of the neighborhood, mostly the Performing Arts and Civic Center workers and visitors. The Hayes-Gough NCD controls are designed to allow for growth and expansion that is compatible with the existing building and use scales. To maintain the mixed-use character of the district, most commercial uses are permitted on the first and second stories and housing is strongly encouraged at the third-story. The project site is also in the 65-A Height/Bulk district, which permits construction to a height of 65 feet. This project conforms to the height district as it would be 50 feet tall on the Hayes and Franklin frontages and 40 and 50 feet tall along the Linden Street frontage. To the west is the 50-X height/bulk district and to the east is the 160-H height/bulk



district. The 65-A height/bulk district is located immediately to the north and south of the project site. Building heights in the project vicinity range from two to five stories.

The Bulk district would permit construction to a height of 65 feet provided that proposals above 40 feet include a maximum building length of 110 feet and a maximum diagonal length of 125 feet. The maximum building length would be 119'-6" feet with a diagonal length of 160 feet. Therefore, the project would not comply to either the maximum building length nor the maximum building diagonal requirements and would require Conditional Use authorization pursuant to Planning Code Section 270. The structure would have a four-foot high parapet which would be within the allowed height requirement. The proposed project would also require a lot merge. Planning Code Section 720.11 states that development on lot sizes of 10,000 square feet and above require Conditional Use authorization. Once the lots are merged, the project site would have a lot size of 13,100-gsf and therefore the project would require Conditional Use authorization. According to Planning Code Section 720.91, a maximum of one residential unit per 400 square feet of lot area is the maximum residential density permitted in the Hayes-Gough NCD. As this lot would encompass 13,100 square feet, the maximum number of residential units permitted on this site would be 33 units. The project would have 32 residential units and therefore conforms to the residential density requirements.

#### MARKET AND OCTAVIA NEIGHBORHOOD PLAN

The new project would be located in an area that would become part of the Market and Octavia Neighborhood Plan which establishes a policy framework for new zoning and planning code controls for future development and public improvement in portions of the Hayes Valley, Duboce Triangle, South of Market West, Mid-Market and Upper Mission Neighborhoods in San Francisco. The Plan proposes amendments to the San Francisco Planning Code and Zoning Maps, amendment to the San Francisco General Plan and adoption of urban design guidelines and public open space and transportation improvements aimed at encouraging new housing development controls applicable to the project site. The height limit on the project site would decrease from 65 feet to 50 feet along the Hayes Street and Franklin Street frontages and from 65 feet to 50 and 45 feet along the Linden Street frontage (See Figure 4, Linden Street (South) Elevation, p. 7). The proposed project would conform to these proposed height controls.

Under the Market and Octavia Neighborhood Plan, this project would be located in the Hayes-Gough Neighborhood Commercial Transit District (Hayes-Gough NCT District). The purpose of the Hayes-Gough NCT District is to encourage mixed-use development in keeping with the established area's Neighborhood Commercial districts. The proposed zoning district would have no density limit on lot size. However, there is a requirement for 40 percent of new building residential units to be two or more bedroom units. Fifty percent of the units proposed would be two or more bedroom units. Therefore, this proposed project would comply with the residential density requirements.

The proposed project would not obviously or substantially conflict with the proposed provisions and policies of the Market and Octavia Neighborhood Plan if the plan were to be adopted in its current state. As the plan is undergoing public review in an ongoing community planning process, it is subject to change. In general, potential conflicts, where they exist, are considered

FIGURE 4—LINDEN STREET (SOUTH) ELEVATION



Source: Village Builders 98



by decision-makers (normally the Planning Commission) independent of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project. Any potential conflict not identified here would be considered in that context, and would not impact the physical environmental effects of the proposed project.

## PLANS AND POLICIES

The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The current project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the General Plan are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13a-d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.



## D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Land Use                       | <input checked="" type="checkbox"/> Air Quality        | <input type="checkbox"/> Geology and Soils                   |
| <input type="checkbox"/> Aesthetics                     | <input type="checkbox"/> Wind and Shadow               | <input type="checkbox"/> Hydrology and Water Quality         |
| <input type="checkbox"/> Population and Housing         | <input type="checkbox"/> Recreation                    | <input type="checkbox"/> Hazards/Hazardous Materials         |
| <input checked="" type="checkbox"/> Cultural Resources  | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources            |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Agricultural Resources              |
| <input type="checkbox"/> Noise                          | <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Mandatory Findings of Significance. |

## E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
<b>1. LAND USE AND LAND USE PLANNING—</b> <b>Would the project:</b>					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is located at the east end of a block bounded by Gough, Hayes, Franklin, and Linden Streets. A 6,600 gross-square-foot office building and a parking lot would be demolished and a residential and retail structure with 62,490 total square feet would be constructed. The proposed uses (residential and retail) are permitted in the Hayes-Gough NCD zoning district and the proposed structure would not be substantially or demonstrably incompatible with the existing institutional, commercial, and residential uses in the project area. Its location along Franklin Street is a natural "break" between the Civic Center Historic District to the east and the Hayes Valley District to the west. As the project would be five stories, it would provide an adequate transition between the taller buildings of the Civic Center and the lower retail/residential buildings of Hayes Valley. Therefore, the project would not physically divide any community. A three-story building across the street has the Hayes Street Grill on the ground-level and residential uses upstairs. Other buildings to the north and to the west also have ground-floor retail uses and residential uses on the upper floors. There are predominantly within the Hayes-Gough NCD zoning district. Immediately to the east across Franklin Street is the District Offices of the San Francisco Unified School District and Louise Davies Symphony Hall which is the home of the San Francisco Symphony.

As described in Section C, Compatibility with the Existing Zoning and Plans, the proposed project would not conflict with any applicable land use plan, policy and regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

The area immediately surrounding the project site consists of commercial, residential, cultural, and institutional buildings that generally range from two to five stories, with heights of about 30 to 70 feet. The proposed residential building would have five stories and be about 50 feet tall. Along the Hayes Street frontage, the proposed building would be approximately ten feet higher than the adjacent buildings immediately to the west, but would be consistent with the size and character of structures along the south side of the Hayes Street frontage. On the Linden Street frontage, the structure would be 50 feet tall at the northwest corner of Linden and Franklin, Streets, decreasing in height to 40 feet tall at the west end of the structure which would be about 17 feet higher than the 23 foot tall adjacent building on the east. The effect on north side of Linden Street would be a gradual stepping down from 50 feet on the east to 40 feet to about 23 feet on the west. The proposed project would be compatible with the existing size and uses of buildings in the neighborhood, and would have no substantial effect upon the character of the area. In view of the above, the project would not have a significant land use impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>2. AESTHETICS—Would the project:</b>					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Building heights in the project block generally range from two to five stories. The proposed five-story building would be about 50-feet tall except at the western end of the Linden Street frontage where the building would be 40 feet tall. Although slightly higher than the some of the surrounding buildings, the height of the proposed building would be generally compatible with the existing character of the area.

The project site is located in a built up area on land that is already developed. No scenic resources are visible from the project site and none would be damaged by the project.

The project would block or partially block some private views to the west from residential units in the 327 and 331 Hayes Street building. These views include Franklin Street and the back end



of the Davies Symphony Hall. In a developed urban area such as the project neighborhood, the loss of some existing private views is commonplace and normally accepted as part of the urban fabric. This effect therefore would be considered less than significant.

The proposed building would not generate obtrusive light or glare because the proposed use would not generate substantially more light or glare than do the existing commercial, residential, and institutional uses in the neighborhood. Furthermore, the project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, environmental effects of light and glare due to the project would not be significant.

In light of the above, effects on visual quality would not be significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>3. POPULATION AND HOUSING— Would the project:</b>					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The addition of 32 residential units would increase the on-site population by about 54 persons. While potentially noticeable to immediately adjacent neighbors, this increase would not substantially increase the existing area-wide population.<sup>1</sup>

The proposed project would displace several businesses in the existing building on-site. The offices of the San Francisco Symphony occupy part of the building. Their lease terminates on September 30, 2007 with an additional one-year option. Another tenant of the building is an attorney whose lease expired on November 30, 2004 and who is presently on a month-to-month tenancy. The third tenant is California Parking which is on a year-to-year lease, which can be terminated by the property owner at any time.<sup>2</sup> These offices employ 17 individuals who would be displaced by the proposed project. The proposed retail use would generate employment for 20 individuals<sup>3</sup>. Therefore, it is expected that the proposed project would result in a net gain of three employees.

<sup>1</sup> United States 2000 Census, Tract 162, Individuals per Household: 1.69.

<sup>2</sup> Letter from Bruce Baumann, Bruce D. Baumann & Associates, to Tim Blomgren, Major Environmental Analysis Section, San Francisco Planning Department, September 11, 2006.

<sup>3</sup> The employment calculation is based on the City of San Francisco Transportation Impact Analysis Guidelines, which estimate an average density of 350 square feet per employee.



The addition of approximately 20 employees added to the proposed project's residential use, would result in an on-site population increase of about 74 people. The retail employment on the project site would not be of the type that would be anticipated to attract new employees to San Francisco. Therefore, it can be anticipated that most of the employees would live in San Francisco (or nearby communities), and that the project would thus, not generate demand for new housing for the retail employees. The proposed project would not be considered to result in a "substantial" population increase. In light of the above, the project would not be expected to induce a substantial amount of growth.

San Francisco consistently ranks as one of the most expensive housing markets in the United States. It is the central city in an attractive region known for its agreeable climate, open space, recreational opportunities, cultural amenities, diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support strong housing demand in the City. New housing to relieve the market pressure is particularly difficult to provide in San Francisco because there is a finite amount of land available for residential use, and because land and development costs are high. The project would comply with the City's Affordable Housing Program (*Planning Code* Sec. 315 *et. seq.*), and therefore, would result in creation of affordable housing in addition to market-rate housing.

Although the proposed project would increase the population of the site compared to existing conditions, this increase would not be considered "substantial," for the reasons discussed above. Therefore, the impact on population would not be considered a significant effect, nor would the project contribute to any potential cumulative effects related to population, as the project would not result in displacement or create unmet housing demand.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
<b>4. CULTURAL RESOURCES— Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## ARCHITECTURAL RESOURCES

A Historical Resource Evaluation has been prepared for the proposed project and is summarized below.<sup>4</sup> The project site is located in an area which is divided in character, with the Civic Center Historic District located to the east and the Hayes Valley neighborhood located to the west. Located directly across Franklin Street to the east are Nourse Auditorium and the former Newton Tharp Commercial High School, which are contributing structures to the Civic Center Historic District. These buildings are typical of large formal structures constructed to house the governmental or civic uses that characterize the Civic Center Historic District. The proposed project would not be physically and thematically related to that district. The interrelationships that exist between the buildings in the Civic Center Historic District that makes it a cohesive and recognizable district do not extend beyond Franklin Street. Therefore the construction of the proposed project would not impact the Civic Center Historic District.

The Hayes Valley neighborhood west of the project site is characterized by a mix of commercial buildings, apartments, and parking lots, with structures dating from the late nineteenth century to the present. Hayes Valley has three potential historic districts that were identified in the 1996 Hayes Valley Survey: the East District, which stretches from Octavia and Market Streets in the southeast to Hickory and Webster in the northwest; the North District, which consists of parts of three blocks stretching from Linden and Laguna in the east to Grove and Webster in the west; and the West District, occupying eight blocks including those bounded by Hermann, Hayes, Webster, and Fillmore Streets, with a section at the south end bounded by Hermann, Haight, Buchanan, and Webster Streets. These districts have a period of significance extending from 1870 to 1913, with a theme of Victorian-era and Edwardian-era architecture in San Francisco. All of the districts, however, are located west of Octavia Street with the nearest contributor located about ¼ mile from the project site.

The building itself does not appear to be architecturally significant according to the California Register criteria.<sup>5</sup> The builder and architect are not known. The building has been extensively altered over time and it does not employ the distinctive characteristics of a type, period, or method of construction. It was originally constructed as a single-story building around 1883 and used as a dairy. A second-story was added about 1915. In the 1940's, the façade was extensively altered when it was covered by cement plaster. The façade has also been altered by the addition of two picture windows, a metal roll-up door for garage entry, and an awning over the entrance. The lobby of the interior is finished in non-historic terra cotta and glazed tile with the upstairs finished with linoleum flooring and acoustical ceiling tiles.

The existing building is not within the boundaries of the Civic Center Historic District nor is it in the vicinity of any potential historic district in the Hayes Valley Area. The structure does not relate architecturally or thematically to those districts. Because of extensive alterations, the structure does not convey the potential significance of a Nineteen-Century dairy or a Twentieth-Century concrete commercial structure,<sup>6</sup> and would not be considered a historic resource under

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<sup>4</sup> Memorandum from April Hesik, Preservation Technical Specialist, San Francisco Planning Department, August 15, 2006. This document is attached.

<sup>5</sup> *Ibid.*

<sup>6</sup> *Ibid.*



CEQA. Therefore, the demolition of this structure would be considered a less than significant impact.

## ARCHEOLOGICAL RESOURCES

The project would result in soil disturbance to a depth of eleven feet below surface grade (b.s.g.) and up to 13.5 feet b.s.g. for the excavation of an elevator shaft base. Preliminary archeological review<sup>7</sup> by the Planning Department staff archeologist determined that the project has the potential to affect archeological resources and that additional evaluation was warranted as required by the Market and Octavia Neighborhood Plan (MONP) Draft Environmental Impact Report (Case Number 2003.0347E).

The MONP DEIR states that the project area has been comparatively less studied archaeologically than other parts of San Francisco but that a range of archeological properties are expected to be present within the area that may be eligible for the California Register of Historical Resources. Due to the soil disturbance that would result from the proposed project, the MONP requires the preparation of a Preliminary Archaeological Sensitivity Survey (PASS) by a qualified archeological consultant.

The purpose of the PASS was to identify historical uses, potential types of archeological resources/properties, prior soils disturbing activities within the project site, and to assess potential project effects in relation to the depth of any identified potential archeological resources.<sup>8</sup> The PASS determined that the only substantial topographic modification that has occurred within the project site dates 1850's and 1860's when approximately 40 feet of fill consisting primarily of dune sand was deposited on the site. The fill episode eliminates the possibility of encountering in situ prehistoric deposits, as excavations required for the proposed project will reach maximum levels of 13.5 feet below modern surface levels. Any prehistoric remains encountered during the construction would represent deposits removed from their original depositional contexts and, thus, may not be significant under CEQA.

Topographic modifications since the original major filling activities on the site prior to 1869 appear to be minimal. Thus, the potential for encountering archeological deposit after 1869 is strong. Potential CRHR-eligible archeological resources present within the project site include 1860's domestic refuse deposits and 1870's – early 1900's domestic and commercial refuse deposits. Implementation of Mitigation Measure Number 1 on page 33 would reduce potential impacts on archaeological resources to a less-than-significant-level.

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<sup>7</sup> Memorandum from Michael Jacinto/Randall Dean, Major Environmental Review Section, San Francisco Planning Department, to Tim Blomgren, Major Environmental Review Section, San Francisco Planning Department, July 3, 2006. This memorandum is available for review by appointment at the Planning Department, 1660 Mission Street, 5<sup>th</sup> Floor, San Francisco, as part of Case File Number 2005.0731E.

<sup>8</sup> Archeo-Tec, 231 Franklin Street Project: Preliminary Archaeological Sensitivity Study (Final Report). August 18, 2006. This report is available for review by appointment at the Planning Department, 1660 Mission Street, 5<sup>th</sup> Floor, San Francisco, as part of Case File No. 2005.0731E.



Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
<b>5. TRANSPORTATION AND CIRCULATION— Would the project:</b>					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Aviation Impacts

The proposed project is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, topic 5c is not applicable to the proposed project.

### Traffic Impacts

Franklin Street is a one-way street with three northbound lanes with one-hour metered parking on both sides of the street. Franklin Street has a General Plan designation of Major Arterial. Hayes Street is a one-way street with three westbound lanes with one-hour metered parking on both sides of the street. It also has a General Plan designation of Major Arterial. Linden Street is a one-way eastbound alley with no parking on the north curb and unlimited parking on the south curb.

Based on the methodology presented in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002) and information obtained from the 2000 U.S. Census journey-to-work data, the proposed project would generate approximately

1,347 daily person-trips (inbound and outbound trips) on a typical weekday and about 144 person-trips in the weekday p.m. peak hour. Of the p.m. peak-hour person trips, 24 residential trips and 61 retail trips would be by auto, 17 residential trips and 8 retail trips would be by transit, and 7 residential trips and 28 retail trips would be made on foot or by other modes, such as bicycle or taxi. Adjusting for an average vehicle occupancy of 1.13 persons per vehicle, the proposed project would generate 494 daily vehicle trips on a typical weekday, and 55 total vehicle trips (22 residential and 33 retail) in the p.m. peak hour. Of the 55 p.m. peak-hour vehicle trips, 52 would be considered net new to the project site and the local street network when accounting for traffic to and from the existing building. The proposed project would not have a substantial traffic increase relative to the existing capacity of the local street system. The change in traffic in the project area as a result of the proposed project would be undetectable to most drivers. The proposed project would add a small increment to the cumulative long-term traffic increase on the local roadway network in the neighborhood; however, any increase in vehicular activity as a result of the proposed project would not be above levels which are common and generally accepted in urban areas.

### Transit Impacts

The project-generated 25 peak-hour project trips utilizing public transit would be distributed among the transit lines providing service to the vicinity of the project site. The lines include the 5-Fulton which travels eastbound and westbound on McAllister Street, three blocks north of the project site. The nearest stop of the 5-Fulton is at McAllister and Gough Street. The 21-Hayes travels westbound on Hayes Street and eastbound on Grove Street. The closest westbound stop of the 21-Hayes is at the northwest corner of Hayes and Franklin, across the street from the project site. The closest eastbound stop of the 21-Hayes is at the southwest corner of Grove and Gough Streets about a block north of the project site. The 47-Van Ness and the 49-Van Ness/Mission travel northbound and southbound on Van Ness Avenue. Together, these lines provide approximately 37 transit vehicles in the P.M. peak hour. The nearest stops of the 47-Van Ness and the 49-Van Ness/Mission are at Grove Street and Van Ness Avenue. The 24 project transit trips would be spread among these transit vehicles, which would not be a substantial contribution to crowding on transit vehicles. As the loading activities for the 231 Franklin Street project would take place on either Linden or Franklin Streets and no transit routes go on those streets, there would be no potential for delays/conflicts with project-related cars and pedestrians.

### Parking Impacts

Pursuant to *Planning Code* Section 151, the proposed project would be required to provide 32 off-street parking spaces for the residential component, and 12 spaces for the retail component, for a total of 44 off-street parking spaces. The proposed project would provide 36 spaces (32 spaces for residential use, and 4 spaces for the retail use), which is a deficit of 8 spaces from that required by the Planning Code. Accordingly the proposed project would require a Variance for the parking. In June of 2006, the Board of Supervisors passed an Ordinance (Ordinance No. 129-06) amending Planning Code Section 166. The amended Section 166 would require that residential projects of 50 dwelling units or more provide Car Share parking spaces. The proposed project would result in 32 dwelling units and therefore, would not be subject to this requirement. Based on the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review, the residential component of the proposed project would create a parking demand of about 43 spaces. Given that the proposed project would provide 33 spaces for the residential use, it would have an unmet parking demand of 10 daily spaces. The retail use is anticipated to create a parking demand of about 41 spaces. Given that the proposed project would



provide 3 spaces for the retail use, it would have an unmet parking demand of about 38 spaces. Thus, the proposed project would have a total unmet parking demand of 48 spaces. San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (*CEQA Guidelines* § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed above, the project area is well served by public transit, which provides an alternative to auto travel.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effect

Under the proposed Hayes NCT District, the minimum residential parking requirements would be eliminated. These minimum parking requirements would be replaced by caps on the amount of parking which would be permitted. The proposed caps on the residential parking are: 0.50 spaces per unit is permitted as of right and 0.75 spaces per unit would be permitted with Conditional Use authorization. The proposed project would have 32 residential units and therefore would be permitted to have no more than 16 residential spaces as of right and 24 spaces with conditional use authorization. For commercial uses, a cap of one space per 2,500 occupied square feet is permitted for commercial parking. The proposed project would have 6,210 occupied square feet of retail use; two spaces would be permitted for commercial use. The maximum number of parking spaces that would be allowed with a Conditional Use authorization would be 26. The proposed project would have 36 off-street parking spaces and under the Hayes NCT zoning district, the project sponsor would need to obtain a variance.



## Loading Impacts

The proposed project would generate a total of about one service vehicle stop per day. No off-street freight loading spaces are required pursuant to Planning Code Section 152.1, Table 152.1, and none are proposed. The service corridor would access the surface level garage which has its ingress/egress on Linden Street. Traffic flow on Linden Street would occasionally be impeded by vehicles parked on-street. However, due to the low amount of traffic flow on Linden Street and the project's low (fewer than one stop per hour) service-call generation, the effect on traffic flow would be considered less than significant.

## Pedestrian and Bicycle Impacts

Sidewalks on Hayes and Franklin Streets have substantial excess capacity at present. Pedestrian activity would increase as a result of the project, but not to a degree that could not be accommodated on local sidewalks or that would result in safety concerns. Bicycle Route 20 (westbound on McAllister Street and eastbound Grove Street) is within the project vicinity. The proposed project would not interfere with bicycle access. The proposed project would be required to provide a bicycle parking area because the proposed project is providing more than 20 parking spaces, pursuant to Section 155(j) of the Planning Code. This area will be located in the southeast corner of the basement garage.

## Construction Impacts

During the projected 18.5-month construction period, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. Even were they to occur during the peak hours, these trips would not significantly impact traffic conditions in the project area.

Temporary parking demand from construction workers vehicles and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles. The most intensive construction phases of the project would result in about 30 construction workers per day. Construction workers who do not use public transportation would park on-street on Linden, Franklin and Hayes Streets.<sup>9</sup>

Construction of the proposed project could temporarily affect traffic and parking conditions in the vicinity of the project site. Construction staging would occur on-site and on the adjacent streets, requiring curb-lane closures along the project frontages. Lane and sidewalk closures are subject to review and approval by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and the Department of Public Works (DPW) and a revocable encroachment permit would be required if materials storage and/or project staging is to occur within the public right-of-way. The relocation of bus stops or lane closures is not anticipated to be required. These effects, although a temporary inconvenience to those who live, visit, or work in the area, would not substantially change the capacity of the existing street system or alter the existing parking conditions.

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<sup>9</sup> E-mail from Dan Schalit, Village Builders 98 to Tim Blomgren, San Francisco Planning Department, December 14, 2006.

## Emergency Impacts

The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a significant effect on traffic related hazards or emergency access provisions. Buildings are required to meet the standards contained in the Building and Fire Code and the San Francisco Building and Fire Departments review the final building plans to ensure sufficient access and safety.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>6. NOISE—Would the project:</b>					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area, within two miles of a public airport or in the vicinity of a private airstrip. Therefore criteria 6e and 6f are not applicable.

The urban setting of the project areas includes numerous potential sources of noise. Based on published scientific acoustic studies, the traffic volumes in a project area would need to approximately double to produce an increase in ambient noise levels noticeable to most people in the area. Given that the proposed development would not cause a doubling in traffic volumes, the proposed project would not cause a noticeable increase in the ambient noise level in the project vicinity.



The proposed project would include mechanical equipment, such as air conditioning units and chillers, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Article 29, Section 2909, would minimize noise from building operations. Therefore, effects related to operational noise would not be significant.

Construction of the proposed project would temporarily increase noise in the site vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. There may be times when noise could interfere with indoor activities in nearby residential and commercial uses adjacent to the project site. Noise impacts could be intermittently disruptive or annoying to persons nearby, however, they would be temporary in nature and limited to the period of construction.

All construction activities would be conducted in compliance with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (measured as dBA; a unit of measure for sound where "A" denotes use of the A-weighted scale, which simulates the response to the human ear to various frequencies of sound) at a distance of 100 feet from the source; 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the property line of the site by five dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m., unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. Project demolition and construction would comply with the Noise Ordinance. Compliance with the Noise Ordinance is required by law and would reduce any impacts to a less-than-significant level. Therefore, effects related to construction noise would not be significant.

Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects (including hotels and motels). The Department of Building Inspection would review the final building plans to insure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission.

For the above reasons, potential impacts related to noise would be less-than-significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>7. AIR QUALITY</b>					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. <b>Would the project:</b>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring detailed air quality analysis. These thresholds are based on the minimum size of projects that the District considers capable of producing air quality problems due to vehicular emissions. The proposed project would not exceed this minimum standard. Therefore, no significant air quality impacts due to vehicular emissions would be generated by the proposed development.

Construction emissions would occur in short term and temporary phases, but they still have the potential to cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. Instead, BAAQMD has identified a set of feasible PM<sub>10</sub> control measures for construction activities. The proposed project would include a measure (Mitigation Measure 2, page 36) which would implement the appropriate BAAQMD measures by requiring the project contractor to water the site (with reclaimed water), cover soil and other materials, cover the trucks, and to sweep the streets to minimize dust generation during excavation, storage, and transportation; the contractor would also minimize vehicle emissions through prohibiting idling of motors and by implementing a maintenance program. Because the proposed project would include these mitigation measures, it would not cause significant construction-related air quality effects.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>8. WIND AND SHADOW—Would the project:</b>					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Shadows

Section 295 of the San Francisco Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. To determine whether this project would conform to Section 295, a shadow fan analysis was prepared by the Planning Department. This analysis determined that the project shadow would not shade public areas subject to Section 295.<sup>10</sup>

Because of the proposed building height and the configuration of existing buildings in the vicinity, the net new shading which would result from the proposed construction would be limited in scope, and would not increase the total amount of shading above levels which are common and generally accepted in urban areas.

## Wind

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The proposed project would increase the height on the project site from approximately 25 feet to about 50 feet. The proposed project would not result in a structure that would be substantially taller than nearby buildings. Therefore, the proposed project would not result in adverse effects on ground-level winds.

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<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>9. RECREATION—Would the project:</b>					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<sup>10</sup> Memorandum from Michael Li, Neighborhood Planning Section, San Francisco Planning Department, to Bruce Baumann, Bruce Baumann Associates, October 23, 2006. This memorandum is available for review by appointment at the San Francisco Planning Department, 1660 Mission Street, 5<sup>th</sup> Floor, San Francisco, as part of Case File Number 2005.0731E.



The proposed project does not include recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, Criterion 9b would not be applicable. The nearest recreational facilities are Jefferson Park, five blocks north of the project and Koshland Park, four blocks southwest of the project.

The proposed project would be expected to generate additional demand for the recreational facilities described above. However, the increase in demand would not be in excess of amounts expected and provided for in the area and the City as a whole. The additional use of the recreational facilities would be relatively minor compared with the existing use and therefore, the proposed project would not result in substantial physical deterioration of existing recreational resources. The impact on recreational facilities would, therefore, be less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>10. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by utilities and service systems, including water, wastewater and storm water collection and treatment, solid waste collection and disposal, gas and electricity. The proposed project would incrementally increase demand for and use of public services and utilities on the site, but not in excess of amounts expected and already provided for in the area. No new water delivery or wastewater collection and treatment facilities would be required to service the proposed project and the project would not result in a population increase beyond that assumed for planning purposes by the San Francisco Public Utilities

Commission (SFPUC) which provides water and wastewater service in San Francisco. Project solid waste would be collected by Sunset Scavenger Company, hauled to the Norcal Transfer Station near Candlestick Point and recycled as feasible with non-recyclables being disposed of at Altamont Landfill, where adequate capacity exists to serve the needs of San Francisco. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not require a major expansion of power facilities. In light of the above, utilities and service systems would not be adversely affected by this project.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>11. PUBLIC SERVICES— Would the project:</b>					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by public services, including fire and police services, public schools, parks, and other services. The proposed project would incrementally increase demand for and use of public services on the site, but not in excess of amounts expected and already provided for in the area. The incremental residential growth that would result from the proposed project and ground floor retail included in the project would increase demand for public services on the site, but not in excess of amounts expected and provided for in the project area, and would not necessitate the need for new or physically altered governmental facilities. In light of the above, public services would not be adversely affected by the project, individually or cumulatively, and no significant affect would ensue.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>12. BIOLOGICAL RESOURCES— Would the project:</b>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is in a developed area and is not located within or near any riparian habitat, sensitive natural community, federally protected wetlands, or an adopted conservation plan. Therefore, topics 12b, 12c, and 12f are not applicable to the proposed project.

The project site and the area around the project site is developed and covered with structures and other impermeable surfaces. Because the project site is in a developed urban area and is almost completely covered by impermeable surface, the proposed project would not affect any rare plants or possible animal habitats, including riparian habitat. There are no trees located on the project site, and no street trees on surrounding sidewalks; therefore, the project would not result in the removal of any trees. The project site contains no wetlands. No rare, threatened, or endangered species would be affected by the proposed project. Concern has been raised that construction would result in the loss of mourning doves, finches, and humming birds in neighboring yards. While this may be a temporary impact of construction, the temporary migration of these species to other areas is not considered a significant impact under CEQA. Based on the above, the project would not result in any significant effect with regard to biology, nor would the project contribute to any potential cumulative effects on biological resources

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
<b>13. GEOLOGY AND SOILS— Would the project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to ground shaking with non-structural damage (level VII) along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 of the Community Safety Element). The project site is located within a few blocks of a Seismic Hazards Study Zone (SHSZ) in an area of potential liquefaction designated by the California Division of Mine and Geology (Map 4).

The project sponsor has provided a geotechnical investigation report prepared by a California-licensed geotechnical engineer that is on file with the San Francisco Planning Department and available by appointment for public review as part of the project file.<sup>11</sup> The recommendations contained in the report include but are not limited to; use of a mat foundation to

<sup>11</sup> Earth Mechanics Consulting Engineers, Report Geotechnical Investigation Proposed Development Southwest Corner of Hayes and Franklin Streets, San Francisco, California. August 7, 2006. This report is available for review by appointment at the San Francisco Planning Department, 1660 Mission Street, 5<sup>th</sup> Floor, San Francisco, as part of Case File Number 2005.0731E.



support planned improvements; use of drilled, cast-in-place reinforced concrete piers for shoring excavation walls and underpinning adjacent improvements; dewatering for excavations of greater than 12 feet to keep construction areas of foundations dry; and use of proof-rolled slab on grade. The geotechnical report found the site suitable for development providing that the recommendations included in the report were incorporated into the design and construction of the proposed development. The sponsor has agreed to follow the recommendations of the report in constructing the project.

Concerns have been raised regarding the potential for water damage and flooding based on the existence of standing water on Linden Street. This concern focuses on the inference that there is an "underground river" underneath the proposed project. The before mentioned geotechnical report determined that groundwater was encountered at 15 feet below the ground surface.<sup>12</sup> As stated earlier, dewatering would be required for excavation greater than 12 feet.

The final building plans will be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of special geologic study areas and known landslide areas in San Francisco, as well as the building inspectors' working knowledge of areas of special geologic concern. For any development proposal in an area of liquefaction potential, the DBI will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. Therefore, potential damage to structures from geotechnical hazards on a project site would be mitigated through DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code.

The project site is not in an area subject to landslide, tsunami run-up, or reservoir inundation hazards (Maps 5, 6, and 7 in the Community Safety Element). The proposed project would not alter the topography of the project site. In light of the above, the proposed project would not result in a significant effect related to geology.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
<b>14. HYDROLOGY AND WATER QUALITY— Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>12</sup> *Ibid*

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project-related wastewater and storm water would flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plan prior to discharge. During operations and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore the proposed project would not substantially degrade water quality.

The project site is currently covered by an existing building and paved parking lots. The project would not change the amount of impervious surface area nor measurably affect current runoff or groundwater. Therefore, neither groundwater resources nor runoff and drainage would be adversely affected.

As stated earlier, the geotechnical report prepared for the project site recommended dewatering for any excavation deeper than twelve feet below grade.<sup>13</sup> Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the S.F. Public Utilities Commission must be notified

<sup>13</sup> *Ibid.*



of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

The proposed project would not have an impact on flooding, because the amount of impervious surface at the project site would not change due to the project. No portion of San Francisco is within a 100-year flood zone, and the project site is not subject to inundation in the event of reservoir failure.

In light of the above, effects related to water resources would not be significant, either individually or cumulatively.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>15. HAZARDS AND HAZARDOUS MATERIALS</b>					
<b>Would the project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## AVIATION

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, topics 15e and 15f are not applicable to the proposed project.

## PRIOR USES OF THE SITE

The project site is currently used as a paved parking lot and contains a two-story building on the southern end of the lot. A Phase I Environmental Site Assessment (Phase I) was prepared for this site.<sup>14</sup> This Phase I determined that the building at the southern end of the subject site was developed with a dairy in the late nineteen-century and remained in that use until the 1920's. From the 1920's until the 1970's, it was used as offices and a warehouse. Since the 1980's building has been used as professional offices. The northern portion of the site along Hayes Street had five stores until 1913 when a building was constructed at 315 Hayes Street which housed a printing business until 1940. The building housed a restaurant and a retail store from 1940's until 1970 when it was demolished for public parking.

No evidence of dumping or landfill activities was noted on the site, nor is there evidence of any Underground Storage Tanks (USTs). Approximately 219 regulatory listed sites were identified. Based on those sites' regulatory status, hydraulic gradient and distance from the subject property, none of the sites are considered to have potential to impact the subject property's soil and groundwater.<sup>15</sup>

## ASBESTOS

The Phase I reported that asbestos-containing materials might be found within the existing structure on site which is proposed to be renovated or demolished as part of the project.<sup>16</sup> Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the

<sup>14</sup> AllWest Environmental, Inc. Environmental Site Assessment, 231 Franklin Street and 315/327 Hayes Street, San Francisco, California. May 9, 2005. This document is available as part of Case File Number 2005.0731E by appointment at the San Francisco Planning Department, 1660 Mission Street, San Francisco, California.

<sup>15</sup> *Ibid.*

<sup>16</sup> *Ibid.*



approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

#### LEAD-BASED PAINT

Lead paint may be found in the existing building, constructed in 1883 and proposed for demolition as part of the project. Work that could result in disturbance of the lead paint must comply with Section 3407 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint on Pre-1979 Building and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Section 3407 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3407 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), and to the interior of residential buildings, hotels and child-care centers. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the HUD Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and

approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the San Francisco Building Code would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

## FIRE SAFETY

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
<b>16. MINERAL AND ENERGY RESOURCES— Would the project:</b>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No mineral resources are located on or near the project site. Therefore, topics 16a and 16b are not applicable to the proposed project.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the *California Code of Regulations*. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the DBI. Because the proposed project would meet current state and local codes concerning



energy consumption and would not cause a wasteful use of energy, effects related to energy consumption would not be considered significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>17. AGRICULTURE RESOURCES</b>					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.					
<b>Would the project:</b>					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is located within an urban area in the City and County of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as *Urban and Built-Up Land*, which is defined as "...land [that] is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes." Because the site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. Accordingly, topics 17a, b, and c are not applicable to the proposed project.

## F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

Mitigation measures and improvement measures identified in the discussion for the applicable topic areas will be summarized here.

### MITIGATION MEASURE #1—ARCHEOLOGICAL RESOURCES

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California

prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

*Archeological monitoring program (AMP).* The archeological monitoring program shall minimally include the following provisions:

The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:



The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.
- *Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.
- *Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical of

any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

#### MITIGATION MEASURE #2--CONSTRUCTION AIR QUALITY

The project sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

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<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:</b>					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Notification of a Project Receiving Environmental Review was sent out to the owners and occupants of properties adjacent to the project site and to interested parties on June 6, 2006. Groups and individuals commented and expressed concern regarding potential effects of the proposed project on its surroundings. Most comments received in response to the notification were concerns from neighbors regarding parking. Concern was also expressed regarding the following other environmental issues: aesthetics, hydrology, and biological resources.

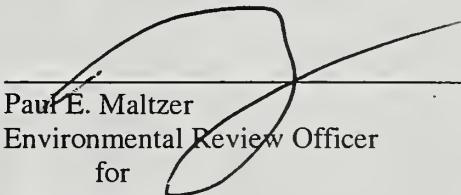
Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated into the Initial Study as appropriate for CEQA analysis. Comments regarding the merits of the project and those that expressed support for or opposition to the project are not relevant to CEQA analysis but may be taken into account by the Planning Commission and other decision-makers as part of the project approval process. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, no significant, unmitigable impacts have been identified.

**G. DETERMINATION**

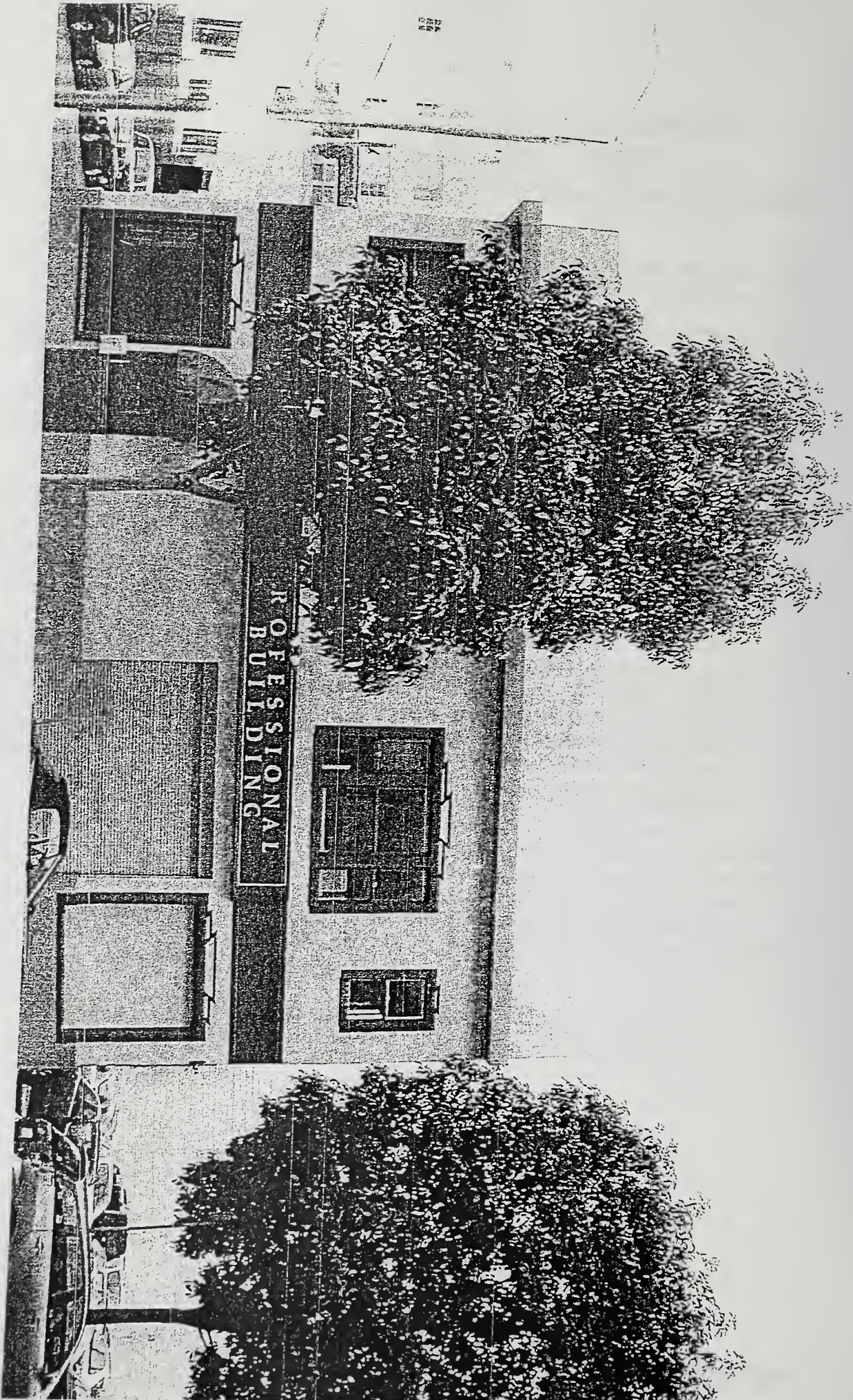
On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

DATE 2/7/07

  
\_\_\_\_\_  
Paul E. Maltzer  
Environmental Review Officer  
for  
Dean L. Macris  
Director of Planning





231 FRANKLIN STREET





# PLANNING DEPARTMENT

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## MEMORANDUM: Historic Resource Evaluation Response

**MEA Planner: Tim Blomgren**

**Project Address: 231 Franklin Street**  
Block: 0816 Lot: 2  
Case No.: 2005.0731E  
Date of Review: August 15, 2006

**Planning Department Reviewer:**

April Hesik  
415.558.6602  
[april.hesik@sfgov.org](mailto:april.hesik@sfgov.org)

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### Owner

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### PROPOSED PROJECT

- ☒ Demolition
- ☒ New Construction

### Project description:

The proposal is to demolish the existing building, remove the existing surface parking lots, and construct a five-story mixed-use building with subterranean parking, ground-floor retail space, and 33 dwelling units.

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### Pre-Existing Historic Rating / Survey

- None

### Historic District / Neighborhood Context

The project site is located at the southwest corner of Franklin and Hayes Street within the Hayes-Gough Neighborhood Commercial District and a 65-A Height and Bulk District. The surrounding context is divided in character, with the Civic Center and Civic Center Historic District located to the east and the Hayes Valley neighborhood located to the west. Located directly across Franklin Street to the east are the Nourse Auditorium and the former Newton Tharp Commercial High School, which are contributing structures to the Civic Center Historic District. These buildings are typical of the large formal structures constructed for governmental or civic use that characterize the district. The Hayes Valley neighborhood to the west is characterized by a mix of commercial buildings, apartments, and parking lots, with structures dating from the late nineteenth century to the present. Residential and commercial uses prevail, and building heights range from one to six stories, with a prevailing height about three stories. Hayes Valley contains three potential historic districts that were identified in the 1996 Hayes Valley Survey. These districts have a period of significance extending from 1870 to 1913, with a theme of Victorian-era and Edwardian-era architecture in San Francisco. All of the districts, however, are located to the west of Octavia Street, with the nearest district contributor located about .25 mile from the project site.



NOTE: if the property is a pre-existing known historical resource, skip to section 3 below.

**1.) California Register Criteria of Significance:** Note, a building may be an historical resource if it meets any of the California Register criteria listed below. If more information is needed to make such a determination please specify what information is needed. *(This determination for California Register Eligibility is made based on existing data and research provided to the Planning Department by the above named preparer / consultant and other parties. Key pages of report and a photograph of the subject building are attached.)*

- **Event:** or ☐Yes ☒No ☐Unable to determine
- **Persons:** or ☐Yes ☒No ☐Unable to determine
- **Architecture:** or ☐Yes ☒No ☐Unable to determine
- **Information Potential:** ☐ Further investigation recommended.

**District or Context** ☐Yes, may contribute to a potential district or significant context

**If Yes, Period of significance:**

Notes: According to supplemental information submitted by the project sponsor, the existing commercial building located at 231 Franklin Street is not associated with significant events or persons important to history. The building was apparently constructed in 1883 and has been in use for commercial, industrial, and office purposes since it was built. Early building permits indicate that the property was first occupied by the Columbia Dairy, although the building no longer shows any signs of this particular use. Apart from a brief mention of the founder of the dairy in *California's Builders, Past and Present*, research did not reveal any historical information about this company. The building was subsequently occupied by Wuelker's Lighting Company, the Anderson Erling Company, and the American Art Tile Company. Michael J. King, the president of the American Art Tile Company, bought the property in 1948, and it currently remains in the ownership of the King family.

The building does not appear to be architecturally significant according to California Register criteria. The building has been extensively altered over time and does not embody the distinctive characteristics of a type, period, or method of construction, or possess high artistic value. The builder or architect are not known, and there is no information to suggest the work of a master. Early building permits show that the building was a one-story structure until about 1915, when a second story was added. A partial second story may have also been added in about 1945, although the architectural record is unclear in this regard. The primary façade, which fronts onto Franklin Street, was extensively altered in the 1940s when it was clad in cement plaster. A garage entry was added to the front elevation in the 1960s. Other alterations to the primary façade include the addition of a single-leaf glazed entry; two picture windows; a metal roll-up door for the garage entry; and an awning over the entrance. The secondary elevations appear to retain some of the building's earlier finishes, including horizontal channel rustic siding, a molded wood cornice, and double-hung wood-sash windows. The secondary elevations are typical of simple commercial and residential wood structures of the late nineteenth and early twentieth centuries. The interior of the building contains a lobby, garage, and unimproved space on the ground floor and offices on the second floor. The ground-floor lobby is finished in non-historic terra cotta and glazed tile, with an ornamental, non-historic fountain against the west wall. The upper floor of the building contains predominately non-historic finishes, including carpet and linoleum flooring, painted gypsum board walls, and glue-on acoustical ceiling tiles.

The building does not appear to contribute to a historic district or significant context. It is not within the boundaries of the Civic Center Historic District, located to the east across Franklin Street, and does not relate architecturally or thematically to that district. In addition, the building is not within the vicinity of any of the potential historic districts that have been identified within Hayes Valley. The immediate area does not appear to constitute a historic district due to its mixed architectural and thematic character.

**2.) Integrity** is the ability of a property to convey its significance. To be a resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register criteria, but it also must have integrity. To retain historic integrity a property will always possess several, and usually most, of the aspects. The subject property has retained or lacks integrity from the period of significance noted above:

<b>location,</b>	<input checked="" type="checkbox"/> Retains	<input type="checkbox"/> Lacks
<b>design,</b>	<input type="checkbox"/> Retains	<input checked="" type="checkbox"/> Lacks
<b>materials,</b>	<input type="checkbox"/> Retains	<input checked="" type="checkbox"/> Lacks
<b>workmanship</b>	<input type="checkbox"/> Retains	<input checked="" type="checkbox"/> Lacks

<b>setting,</b>	<input type="checkbox"/> Retains	<input checked="" type="checkbox"/> Lacks
<b>feeling,</b>	<input type="checkbox"/> Retains	<input checked="" type="checkbox"/> Lacks
<b>association.</b>	<input type="checkbox"/> Retains	<input checked="" type="checkbox"/> Lacks

Notes: Due to extensive alterations to its form and primary façade, the subject property lacks the ability to convey its potential significance as a late nineteenth-century dairy. The building also lacks the requisite integrity to convey its significance as an early twentieth-century commercial structure. Although the secondary elevations appear to some most of the earlier building materials, the primary façade has been so extensively altered that the building lacks integrity of design, materials, workmanship, feeling and association. Further, the building lacks integrity of setting: it is adjacent to two surface parking lots and a one-story twentieth-century concrete commercial building containing an auto body shop.

**3.) DETERMINATION** Whether the property is an "historical resource" for purposes of CEQA

☒ No Resource Present  
(Go to 6. below)

☐ Historical Resource Present  
(Continue to 4.)

☐ Category A (1/2)  
☐ Category B  
☐ Category C

**4.) If the property appears to be an historical resource, whether the proposed project is consistent with the Secretary of Interior's Standards or if any proposed modifications would materially impair the resource (i.e. alter in an adverse manner those physical characteristics which justify the property's inclusion in any registry to which it belongs).**

- ☐ The project appears to meet the Secretary of the Interior's Standards. (go to 6. below)  
(Optional) ☐ See attached explanation of how the project meets standards.
- ☐ The project is **NOT** consistent with the Secretary of the Interior's Standards and is a significant impact as proposed. (Continue to 5. if the project is an alteration)

**5.) Character-defining features of the building to be retained or respected in order to avoid a significant adverse effect by the project, presently or cumulatively, as modifications to the**



project to reduce or avoid impacts. Please recommend conditions of approval that may be desirable to mitigate the project's adverse effects.

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6.) Whether the proposed project may have an adverse effect on off-site historical resources, such as adjacent historic properties.

☐ Yes ☒ No ☐ Unable to determine

The only known historic resource within the immediate vicinity of the project site is the Civic Center Historic District, which is located on the opposite side of Franklin Street. The five-story, mixed-use building proposed for the site will not have an adverse effect on the Civic Center Historic District. Franklin Street represents a clear boundary between the district and the Hayes Valley neighborhood. Although the building will be roughly the same height and bulk as many of the contributors to the district, it will not compete with them visually or undermine their monumental character. Rather, the proposed building is designed to be compatible with the smaller scale of Hayes Valley, and features a tri-partite, modulated façade typical of commercial and residential buildings in Hayes Valley.

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**PRESERVATION COORDINATOR REVIEW**

Signature



Mark Luellen, Preservation Coordinator

Date:

8-16-06

cc: S. Banks, Recording Secretary, Landmarks Preservation Advisory Board  
V. Byrd, Historic Resource Impact Review File





